

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS

Public Auctions

The Underwriters have received instructions to sell by Public Auction.

THURSDAY, June 24, 1921.

Commencing at 2.30 p.m.
at their Sales Rooms, Duddell Street.
A Very Fine and Superior
Selection of Genuine
Old Curios.

(Just arrived from Shanghai).

Comprising—

Porcelain Vases, Ginger jars, Beakers,
Bowls, Wine cups, Josses, Wall plates,
Inlaid panels, Flower pots of Kanghi
to Tso-kung Periods.Enamelled and cloisonne Plates and
Vases, Gold lacquered-wares, Bronze
vases and incense burners, Crystal,
Agate and Jade figures and ornaments.Scrolls of Tang, Sung, Yuan, Ming
and Tsing Dynasties.

Also

One Large Celadon vase—Kanghi,
One Large Agate Lian,
One White Goddess of Mercy—Ming,
One Large Blue and White vase—
Ming.

And

A few pieces of Soochow Redwood
ware.N.B. The above are sold with a
week's guarantee as to correctness of
description of Periods and Dynasties.Terms—Cash on delivery.
Catalogues will be issued.On view from Wednesday, the 29th
June.LAMMERT BROS.,
Auctioneers.

Hongkong, June 21, 1921.

THE WATER SUPPLY.

Level and Storage of water in reservoirs
on the 1st June, 1921.

WELL AND HILL DISTRICT WATER WORKS

LEVEL

	1920	1921
Water 2 ft. 4 in. Below overflow	Level with overflow.	
Water 2 ft. 5 in. Below overflow	Level with overflow	
Water Intermediate with overflow	Level with overflow	
Water 2 ft. 7 in. Below overflow	Level with overflow	
Water 2 ft. 8 in. Below overflow	0 ft. 1 in. Below overflow	
Water 2 ft. 9 in. Below overflow	0 ft. 2 in. Below overflow	
Water 2 ft. 10 in. Below overflow	0 ft. 3 in. Below overflow	
Water 2 ft. 11 in. Below overflow	0 ft. 4 in. Below overflow	
Water 2 ft. 12 in. Below overflow	0 ft. 5 in. Below overflow	
Water 2 ft. 13 in. Below overflow	0 ft. 6 in. Below overflow	
Water 2 ft. 14 in. Below overflow	0 ft. 7 in. Below overflow	
Water 2 ft. 15 in. Below overflow	0 ft. 8 in. Below overflow	
Water 2 ft. 16 in. Below overflow	0 ft. 9 in. Below overflow	
Water 2 ft. 17 in. Below overflow	0 ft. 10 in. Below overflow	
Water 2 ft. 18 in. Below overflow	0 ft. 11 in. Below overflow	
Water 2 ft. 19 in. Below overflow	0 ft. 12 in. Below overflow	
Water 2 ft. 20 in. Below overflow	0 ft. 13 in. Below overflow	
Water 2 ft. 21 in. Below overflow	0 ft. 14 in. Below overflow	
Water 2 ft. 22 in. Below overflow	0 ft. 15 in. Below overflow	
Water 2 ft. 23 in. Below overflow	0 ft. 16 in. Below overflow	
Water 2 ft. 24 in. Below overflow	0 ft. 17 in. Below overflow	
Water 2 ft. 25 in. Below overflow	0 ft. 18 in. Below overflow	
Water 2 ft. 26 in. Below overflow	0 ft. 19 in. Below overflow	
Water 2 ft. 27 in. Below overflow	0 ft. 20 in. Below overflow	
Water 2 ft. 28 in. Below overflow	0 ft. 21 in. Below overflow	
Water 2 ft. 29 in. Below overflow	0 ft. 22 in. Below overflow	
Water 2 ft. 30 in. Below overflow	0 ft. 23 in. Below overflow	
Water 2 ft. 31 in. Below overflow	0 ft. 24 in. Below overflow	
Water 2 ft. 32 in. Below overflow	0 ft. 25 in. Below overflow	
Water 2 ft. 33 in. Below overflow	0 ft. 26 in. Below overflow	
Water 2 ft. 34 in. Below overflow	0 ft. 27 in. Below overflow	
Water 2 ft. 35 in. Below overflow	0 ft. 28 in. Below overflow	
Water 2 ft. 36 in. Below overflow	0 ft. 29 in. Below overflow	
Water 2 ft. 37 in. Below overflow	0 ft. 30 in. Below overflow	
Water 2 ft. 38 in. Below overflow	0 ft. 31 in. Below overflow	
Water 2 ft. 39 in. Below overflow	0 ft. 32 in. Below overflow	
Water 2 ft. 40 in. Below overflow	0 ft. 33 in. Below overflow	
Water 2 ft. 41 in. Below overflow	0 ft. 34 in. Below overflow	
Water 2 ft. 42 in. Below overflow	0 ft. 35 in. Below overflow	
Water 2 ft. 43 in. Below overflow	0 ft. 36 in. Below overflow	
Water 2 ft. 44 in. Below overflow	0 ft. 37 in. Below overflow	
Water 2 ft. 45 in. Below overflow	0 ft. 38 in. Below overflow	
Water 2 ft. 46 in. Below overflow	0 ft. 39 in. Below overflow	
Water 2 ft. 47 in. Below overflow	0 ft. 40 in. Below overflow	
Water 2 ft. 48 in. Below overflow	0 ft. 41 in. Below overflow	
Water 2 ft. 49 in. Below overflow	0 ft. 42 in. Below overflow	
Water 2 ft. 50 in. Below overflow	0 ft. 43 in. Below overflow	
Water 2 ft. 51 in. Below overflow	0 ft. 44 in. Below overflow	
Water 2 ft. 52 in. Below overflow	0 ft. 45 in. Below overflow	
Water 2 ft. 53 in. Below overflow	0 ft. 46 in. Below overflow	
Water 2 ft. 54 in. Below overflow	0 ft. 47 in. Below overflow	
Water 2 ft. 55 in. Below overflow	0 ft. 48 in. Below overflow	
Water 2 ft. 56 in. Below overflow	0 ft. 49 in. Below overflow	
Water 2 ft. 57 in. Below overflow	0 ft. 50 in. Below overflow	
Water 2 ft. 58 in. Below overflow	0 ft. 51 in. Below overflow	
Water 2 ft. 59 in. Below overflow	0 ft. 52 in. Below overflow	
Water 2 ft. 60 in. Below overflow	0 ft. 53 in. Below overflow	
Water 2 ft. 61 in. Below overflow	0 ft. 54 in. Below overflow	
Water 2 ft. 62 in. Below overflow	0 ft. 55 in. Below overflow	
Water 2 ft. 63 in. Below overflow	0 ft. 56 in. Below overflow	
Water 2 ft. 64 in. Below overflow	0 ft. 57 in. Below overflow	
Water 2 ft. 65 in. Below overflow	0 ft. 58 in. Below overflow	
Water 2 ft. 66 in. Below overflow	0 ft. 59 in. Below overflow	
Water 2 ft. 67 in. Below overflow	0 ft. 60 in. Below overflow	
Water 2 ft. 68 in. Below overflow	0 ft. 61 in. Below overflow	
Water 2 ft. 69 in. Below overflow	0 ft. 62 in. Below overflow	
Water 2 ft. 70 in. Below overflow	0 ft. 63 in. Below overflow	
Water 2 ft. 71 in. Below overflow	0 ft. 64 in. Below overflow	
Water 2 ft. 72 in. Below overflow	0 ft. 65 in. Below overflow	
Water 2 ft. 73 in. Below overflow	0 ft. 66 in. Below overflow	
Water 2 ft. 74 in. Below overflow	0 ft. 67 in. Below overflow	
Water 2 ft. 75 in. Below overflow	0 ft. 68 in. Below overflow	
Water 2 ft. 76 in. Below overflow	0 ft. 69 in. Below overflow	
Water 2 ft. 77 in. Below overflow	0 ft. 70 in. Below overflow	
Water 2 ft. 78 in. Below overflow	0 ft. 71 in. Below overflow	
Water 2 ft. 79 in. Below overflow	0 ft. 72 in. Below overflow	
Water 2 ft. 80 in. Below overflow	0 ft. 73 in. Below overflow	
Water 2 ft. 81 in. Below overflow	0 ft. 74 in. Below overflow	
Water 2 ft. 82 in. Below overflow	0 ft. 75 in. Below overflow	
Water 2 ft. 83 in. Below overflow	0 ft. 76 in. Below overflow	
Water 2 ft. 84 in. Below overflow	0 ft. 77 in. Below overflow	
Water 2 ft. 85 in. Below overflow	0 ft. 78 in. Below overflow	
Water 2 ft. 86 in. Below overflow	0 ft. 79 in. Below overflow	
Water 2 ft. 87 in. Below overflow	0 ft. 80 in. Below overflow	
Water 2 ft. 88 in. Below overflow	0 ft. 81 in. Below overflow	
Water 2 ft. 89 in. Below overflow	0 ft. 82 in. Below overflow	
Water 2 ft. 90 in. Below overflow	0 ft. 83 in. Below overflow	
Water 2 ft. 91 in. Below overflow	0 ft. 84 in. Below overflow	
Water 2 ft. 92 in. Below overflow	0 ft. 85 in. Below overflow	
Water 2 ft. 93 in. Below overflow	0 ft. 86 in. Below overflow	
Water 2 ft. 94 in. Below overflow	0 ft. 87 in. Below overflow	
Water 2 ft. 95 in. Below overflow	0 ft. 88 in. Below overflow	
Water 2 ft. 96 in. Below overflow	0 ft. 89 in. Below overflow	
Water 2 ft. 97 in. Below overflow	0 ft. 90 in. Below overflow	
Water 2 ft. 98 in. Below overflow	0 ft. 91 in. Below overflow	
Water 2 ft. 99 in. Below overflow	0 ft. 92 in. Below overflow	
Water 2 ft. 100 in. Below overflow	0 ft. 93 in. Below overflow	
Water 2 ft. 101 in. Below overflow	0 ft. 94 in. Below overflow	
Water 2 ft. 102 in. Below overflow	0 ft. 95 in. Below overflow	
Water 2 ft. 103 in. Below overflow	0 ft. 96 in. Below overflow	
Water 2 ft. 104 in. Below overflow	0 ft. 97 in. Below overflow	
Water 2 ft. 105 in. Below overflow	0 ft. 98 in. Below overflow	
Water 2 ft. 106 in. Below overflow	0 ft. 99 in. Below overflow	
Water 2 ft. 107 in. Below overflow	0 ft. 100 in. Below overflow	
Water 2 ft. 108 in. Below overflow	0 ft. 101 in. Below overflow	
Water 2 ft. 109 in. Below overflow	0 ft. 102 in. Below overflow	
Water 2 ft. 110 in. Below overflow	0 ft. 103 in. Below overflow	
Water 2 ft. 111 in. Below overflow	0 ft. 104 in. Below overflow	
Water 2 ft. 112 in. Below overflow	0 ft. 105 in. Below overflow	
Water 2 ft. 113 in. Below overflow	0 ft. 106 in. Below overflow	
Water 2 ft. 114 in. Below overflow	0 ft. 107 in. Below overflow	
Water 2 ft. 115 in. Below overflow	0 ft. 108 in. Below overflow	
Water 2 ft. 116 in. Below overflow	0 ft. 109 in. Below overflow	
Water 2 ft. 117 in. Below overflow	0 ft. 110 in. Below overflow	
Water 2 ft. 118 in. Below overflow	0 ft. 111 in. Below overflow	
Water 2 ft. 119 in. Below overflow	0 ft. 112 in. Below overflow	
Water 2 ft. 120 in. Below overflow	0 ft. 113 in. Below overflow	
Water 2 ft. 121 in. Below overflow	0 ft. 114 in. Below overflow	
Water 2 ft. 122 in. Below overflow	0 ft. 115 in. Below overflow	
Water 2 ft. 123 in. Below overflow	0 ft. 116 in. Below overflow	
Water 2 ft. 124 in. Below overflow	0 ft. 117 in. Below overflow	
Water 2 ft. 125 in. Below overflow	0 ft. 118 in. Below overflow	
Water 2 ft. 126 in. Below overflow	0 ft. 119 in. Below overflow	
Water 2 ft. 127 in. Below overflow	0 ft. 120 in. Below overflow	
Water 2 ft. 128 in. Below overflow	0 ft. 121 in. Below overflow	
Water 2 ft. 129 in. Below overflow	0 ft. 122 in. Below overflow	
Water 2 ft. 130 in. Below overflow	0 ft. 123 in. Below overflow	
Water 2 ft. 131 in. Below overflow	0 ft. 124 in. Below overflow	
Water 2 ft. 132 in. Below overflow	0 ft. 125 in. Below overflow	
Water 2 ft. 133 in. Below overflow	0 ft. 126 in. Below overflow	
Water 2 ft. 134 in. Below overflow	0 ft. 127 in. Below overflow	
Water 2 ft. 135 in. Below overflow	0 ft. 128 in. Below overflow	
Water 2 ft. 136 in. Below overflow	0 ft. 129 in. Below overflow	
Water 2 ft. 137 in. Below overflow	0 ft. 130 in. Below overflow	
Water 2 ft. 138 in. Below overflow	0 ft. 131 in. Below overflow	
Water 2 ft. 139 in. Below overflow	0 ft. 132 in. Below overflow	
Water 2 ft. 140 in. Below overflow	0 ft. 133 in. Below overflow	
Water 2 ft. 141 in. Below overflow	0 ft. 134 in. Below overflow	
Water 2 ft. 142 in. Below overflow	0 ft. 135 in. Below overflow	
Water 2 ft. 143 in. Below overflow	0 ft. 136 in. Below overflow	
Water 2 ft. 144 in. Below overflow	0 ft. 137 in. Below overflow	
Water 2 ft. 145 in. Below overflow	0 ft. 138 in. Below overflow	
Water 2 ft. 146 in. Below overflow	0 ft. 139 in. Below overflow	
Water 2 ft. 147 in. Below overflow	0 ft. 140 in. Below overflow	
Water 2 ft. 148 in. Below overflow	0 ft. 141 in. Below overflow	
Water 2 ft. 149 in. Below overflow	0 ft. 142 in. Below overflow	
Water 2 ft. 150 in. Below overflow	0 ft. 143 in. Below overflow	
Water 2 ft. 151 in. Below overflow	0 ft. 144 in. Below overflow	
Water 2 ft. 152 in. Below overflow	0 ft. 145 in. Below overflow	
Water 2 ft. 153 in. Below overflow	0 ft. 146 in. Below overflow	
Water 2 ft. 154 in. Below overflow	0	

TO-DAY'S CABLES.

(Reader's Service to the China Mail)

TURKS DEFEAT GREEKS.

BRITISH WARSHIP RESCUES ALLIED NATIONALS.

PARIS, June 27.

A message from Constantinople states that the Greeks have been defeated at Adrianople and obliged to fall back to Ismid which the Turks are reported to have occupied. A British warship rescued a number of Allied nationals.

Athena, June 27.

A communiqué admits that 200 Greeks received casualties in a strong enemy attack in the Niopemidia region. The communiqué says that a Greek detachment was in a temporarily critical position but reinforcements were sent to, and the enemy repulsed everywhere with heavy loss.

MANDATES PROBLEM.

AMERICA AND THE LEAGUE OF NATIONS.

LONDON, JUNE 27.

The question of America's interest in mandates was raised in the House of Commons at question-time, when Mr. Cecil Harmsworth, Under-Secretary of Foreign Affairs announced that a letter had just been received from the President of the Council of the League of Nations suggesting that in view of the circumstances of the United States Government that it was unable to accept any decision decided on this question without its approval, the powers concerned should, on their return to reach a solution on the points under discussion between Britain and the United States so as to enable the Council to settle the whole question of mandates before the next assembly. Mr. Harmsworth added that His Majesty's Government would consider the best means of giving effect to the suggestion.

CHINA FAMINE FUND.

BRITAIN GIVES CHINA OVER £24,000.

LONDON, June 27.

A letter has been published signed by Sir John Jordan and Sir Charles Attewell, making contributions to the China famine relief fund, which closes on June 30. At present there has been transmitted £24,000 to the United Relief Committee in Peking and other organisations, including the Baptist Missionary, the Salvation Army, and Bishop White's fund, bringing the total up to over £140,000 from Britain to China.

LAWN TENNIS.

BRITAIN GIVES UP HOPE OF WORLD'S CHAMPIONSHIP.

LONDON, June 27.

Hopes of bringing back to Britain the world's lawn tennis championship have disappeared with the defeat in the Wimbledon Tournament of Major Kingscote by the Spaniard Alfonzo; 6-1, 6-3, 2-6, 6-2. Other players in the semi-final are the South African Norton, the Japanese Shimizu and the American Hunter.

LIMITATION OF ARMAMENTS.

IMPERIAL CONFERENCE CONSIDERING A CONFERENCE.

LONDON, June 27.

In the House of Commons at question-time, Mr. Austen Chamberlain said that it was not desirable to make a further statement on the question of an Anglo-American conference for the limitation of armaments as the whole question is being considered by the imperial conference in London.

MARSHAL FOCH TO VISIT AMERICA.

PARIS, June 27.

In response to an invitation from the American Legion Marshal Foch will shortly make a lengthy visit to the United States.

MARY PICKFORD'S DIVORCE.

RENO, NEVADA, June 27.

The divorce of Mary Pickford and Owen Moore will stand on the result of the district judge quashing a summons regarding it.

MIDDLE-WEIGHT BOXING.

KID LEWIS WINS LONSDALE BELT.

LONDON, June 28.

At Holland Park Hall in the 20 rounds middle-weight championship of Britain for the Lonsdale Belt, Kid Lewis (Aldgate) beat Jack Bloomfield (Islington) on points.

ITALIAN CABINET RESIGNS.

SEQUEL TO A NARROW VOTE OF CONFIDENCE.

ROME, June 27.

The Cabinet has resigned following the Chamber voting its confidence by a narrow margin, namely 234 votes to 200.

SHIPPING.

A GERMAN REVIEW.

GERMANY ATTEMPTS TO REVERSE ITS COURSE.

In his analysis of the German merchant marine situation, Mr. Edward W. Adams, representative of the U.S. Department of Commerce in Germany, in a report to the department states that the vigorous efforts of the city navigation companies to resume former connection and to lay the foundation for their establishment of their network of lines in various parts of the globe, and the well-nigh surrender of the German overseas carrying fleet under the terms of the peace treaty, characterized the German shipping situation in 1920. In his report, Mr. Adams says:

At the outbreak of the war Germany possessed 2,400,000 tons of shipping, aggregating in round numbers 5,240,000 gross registered tons. De-

ducting the deliveries of tonnage re-

covered for Germany at the end of 1920, approximately 500,000 gross registered tons, of which only about 100,000 tons were in ships of over 1,000 tons and which were not adapt-

ed to ocean traffic. Upon the ratifica-

tion of peace Germany had about

325,000 tons under construction, of

which some 230,000 tons were re-

served for the Allies under the treaty.

Ninety-five thousand were thus left

for Germany. A number of these

vessels were placed with the ship-

yards at subsequent dates of which

construction on some 60,000 to

80,000 tons were hastened to com-

pletion. It is estimated that the end

of the first quarter of 1921 should

see between 150,000 to 180,000 added

to the German fleet.

The various German navigation

companies have sought new ways

and means of resuming their former

activity. Some of these concerns

followed the plan which was in

practice before the war of forming a

working agreement among them-

selves, while another expedient

adopted was that of effecting a con-

nection with foreign lines, such as

the arrangement which the Hamburg-

American Line made with the Harri-

man shipping interests with a view

to utilizing organization and

through this associated interest re-

suming activity over its former ocean

routes.

Some German navigation com-

panies, notably the Hamburg-South

American Steamship Company and

the German East Africa Line, have

put into operation, partly under

German flag, a number of chartered

vessels.

The chartering business, however,

was at low ebb at the end of 1920.

During the summer the idea prevailed

at Hamburg that the resumption of

German shipping should be accom-

plished in chartered bottoms. Later

on in the year there developed a de-

cided tendency against this method

due in the main to the drop in freight

rates. Most of the charter vessels

were high priced ships and it was

difficult to realize a profit on the in-

vestment from freight operations.

An added objection lay in the fact

that most of the offers were for long

term charters, which arrangement

did not comport with the desires of

German shippers, who preferred

shorter terms, since they expected to

soon have their own ships under

steam. Another thing operating

against the chartering of foreign

vessels appeared in the fact that the

German was faced with the necessity

of paying the foreign crew in an un-

favourable exchange.

"On October 5, 1920, the "Ham-

burg," a 10,000-ton vessel, the prop-

erty of the German-Austrian Steamship

Company, left Hamburg on its maiden

trip to the Dutch East Indies. This

was the first large steamer built in a

German shipyard which reached the

hand of its owners instead of being

delivered to the Allies. Other

ships of smaller tonnage were sub-

sequently completed and delivered to

their German owners. The inade-

quate supplies of materials received

by the shipyards during 1920 militated

against the work of reconstruction.

The German shipping companies

so far as vessels remained available

to them for the purpose, first re-

established their routes to the

Scandinavian countries and to Hol-

land. Through the loss of her ocean

carrying fleet Germany's coasting

trade in the Baltic assumed a special

importance. A large part of the

country's overseas export and import trade was handled through the ports of Hamburg, Bremen, and Bremen, and the shipping countries of Holland, Norway, Sweden, Denmark. During the first part of 1920 good opportunities for freight profit presented themselves. Then after the price of market took a very unfavorable turn. As a result of the increase of strongly backed foreign navigation companies, the efforts of the German shipping interests to re-establish their position in the field of ocean carriage were made particularly difficult if not well

impossible.

At the beginning of last December there was a total of sixty-seven foreign steamship lines maintaining regular routes from Hamburg to the principal countries of the world. Among this number were represented several days which had, indeed, never been seen in that port, before the war. The countries represented together with the number of lines of each were, as follows: English, twenty-two; Dutch, eleven; Norwegian, six; French, five; Belgian, four; Italian, three; Swedish, three; American, two; Danish, two; Japanese, two; Portuguese, one; Cuban, one; other countries, five.

NIPPON YUSEN KAISHA.

SIXTY-SECOND REPORT.

The 62nd report of the Nippon Yusen Kaisha (the Japan Mail Steamship Co., Ltd.), for the term ending March 31, 1921, presented to the shareholders at the half-yearly ordinary general meeting held in Tokyo on May 30, 1921, was as follows:

The net profit, after providing for the depreciation of the fleet, insurance and ships' structural repair funds, amounts to Yen 2,822,280.45 brought forward from the last account.

The Directors now propose that this surplus be appropriated as follows:

	Yen
Legal reserve fund	280,000.00
Directors' and auditors' fees	362,000.00
Dividend (10% per annum)	2,900,000.00
Extra dividend (15% per annum)	4,350,000.00
	Yen. 7,832,000.00

leaving a balance of Yen 478,188.00 to be carried forward to the next account.

The N.Y.K. fleet, now numbers 105 vessels of a gross tonnage of 512,506. Nine steamers, building will bring the total tonnage, under 1,500 for steam launches, etc., up to 577,266 tons.

The chartering business, however, was at low ebb at the end of 1920. During the summer the idea prevailed at Hamburg that the resumption of German shipping should be accomplished in chartered bottoms. Later on in the year there developed a decided tendency against this method due in the main to the drop in freight rates. Most of the charter vessels were high priced ships and it was difficult to realize a profit on the investment from freight operations.

An added objection lay in the fact that most of the offers were for long term charters, which arrangement did not comport with the desires of German shippers, who preferred shorter terms, since they expected to soon have their own ships under steam. Another thing operating against the chartering of foreign vessels appeared in the fact that the German was faced with the necessity of paying the foreign crew in an unfavourable exchange.

"On October 5, 1920, the "Hamburg," a 10,000-ton vessel, the property of the German-Austrian Steamship Company, left Hamburg on its maiden trip to the Dutch East Indies. This was the first large steamer built in a German shipyard which reached the hand of its owners instead of being delivered to the Allies. Other ships of smaller tonnage were subsequently completed and delivered to their German owners. The inadequate supplies of materials received by the shipyards during 1920 militated against the work of reconstruction.

The German shipping companies so far as vessels remained available to them for the purpose, first re-established their routes to the Scandinavian countries and to Holland. Through the loss of her ocean carrying fleet Germany's coasting trade in the Baltic assumed a

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURE.

CHINA COAST, ETC.

SWATOW.
June 29.—L.C.S.N. Tungshing.
30.—C.O. Soochoo.
July 1.—L.D. Hainan.
12.—C.S.N. Hainan.
13.—I.C.S.N. Yunnan.
14.—D.L. Hainan.

AMOY.
June 29.—O.S.K. Soochoo.
July 1.—D.L. Hainan.
12.—D.L. Hainan.

FOOCHOW.

July 1.—D.L. Hainan.
12.—D.L. Hainan.

SHANGHAI.

June 29.—I.C.S.N. Tungshing.
30.—C.N. Suning.
July 1.—I.C.S.N. Hangang.
12.—C.N. Soochow.
13.—C.N. Soochow.
14.—C.N. Yinchow.
15.—C.N. Shantung.
16.—M.M. Pukow.
17.—M.M. Asan.

TIENTSIN.
July 1.—I.C.S.N. Chiaohing.

TSINGTAO.

June 29.—I.C.S.N. Tungshing.
July 1.—C.N. Chiaohing.
12.—C.N. Tungshing.

PUKOW.

July 1.—C.N. Shantung.
12.—C.N. Shantung.

TAKAO.

June 29.—O.S.K. Soochoo.

KEELUNG.

July 1.—O.S.K. Kaojia.

HAIPHONG AND HOIHOW.
July 1.—C.N. Kaitong.
12.—L.C.S.N. Tatsang.

SAIGON.

July 1.—O.S.K. Soochoo.
2.—C.M. Cedretta.
Aug. 1.—A.L. Lake Onawa.

SINGAPORE.

June 29.—C.M. Nile.
July 1.—O.S.K. Soochoo.
2.—C.M. Cedretta.
3.—C.M. China.
Aug. 1.—A.L. Lake Onawa.

BANGKOK.

July 1.—O.S.K. Soochoo.
12.—L.C.S.N. Fooching.

PHILIPPINE ISLANDS, ETC.

MANILA.

July 1.—I.C.S.N. Wining.
2.—C.S.D. W. H. Hinchaw.
3.—B.F. Portella.
Aug. 1.—B.F. Tucos.

3.—C.M. Nanking.

Sept. 1.—B.F. Tucos.
Oct. 1.—B.F. Portella.
Nov. 1.—B.F. Tucos.

3.—C.M. Nanking.

4.—B.F. Tucos.
5.—B.F. Tucos.

SANDAKAN.

June 29.—L.C.S.N. Yama.

JAYA PORTS, ETC.

July 1.—O.S.K. Shihon Maru.
1.—C.J.L. Chidra.

4.—N.Y.K. Cheribon Maru.

5.—A.L. Cedretta.
6.—C.J.L. Tjibodas.

19.—C.J.L. Tjibodas.

INDIAN PORTS, ETC.

CALCUTTA.

(VIA RANGOON).

July 13.—B.L. Terville.

11.—N.Y.K. Muzor Maru.

23.—B.L. Gregory Apar.

BOMBAY AND COLOMBO.

June 29.—N.Y.K. Calcutta Maru.

July 1.—O.S.K. Krasno Maru.

2.—C.O. Tocino Maru.

9.—P.C. Dhura.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.

June 29.—E.A. Eastern.

30.—C.A. Victoria.

July 19.—N.Y.K. Nitto Maru.

25.—E.A. Kanowata.

Aug. 16.—N.Y.K. Aki Maru.

JAPAN PORTS.

June 29.—P.O. Syria.

29.—N.Y.K. Macassar Maru.

31.—L.C.S.N. Taisang.

July 1.—N.Y.K. Yehoishi Maru.

4.—B.F. Helene.

5.—E.A. Kanowata.

6.—N.Y.K. M'shima Maru.

7.—B.L. Gregory Apar.

11.—P.S.O. Kalyan.

12.—B.Y. Teng.

12.—N.Y.K. Tama Maru.

17.—N.Y.K. Atami.

18.—N.Y.K. Tama Maru.

19.—P.S.O. Sankara.

21.—V.C.J.L. Orlobo.

22.—B.F. Keenan.

23.—P.O. Kimber.

11.—B.F. Ningchow.

15.—P.O. Soochoo.

21.—B.F. Ripeor.

22.—P.O. Sardar.

23.—B.F. Nore.

Oct. 10.—P.O. Kamala.

AMERICAN PORTS.

VANCOUVER.

July 6.—B.F. Lynden.

13.—O.P.O. Empire of Japan.

21.—O.P.O. Empire of Asia.

22.—O.P.O. Empire of India.

23.—O.P.O. Empire.

EARLIER TELEGRAMS.

(Earlier's Service to the China Mail).

DEATH OF MR. A. P. SINNETT.

LONDON, June 27th.

The death is announced of Mr. A. P. Sinnett, who was for three years (from 1885 to 1888) editor of the *Hongkong Daily Press*, and later on became editor of the *Pioneer* (of India). He was a prolific writer on occult subjects.

TO MEET COMPETITION.

LONDON, June 27th.

A further step to combat Continental competition in the price of steel bars has been taken by Scottish manufacturers, who are reducing prices by £2 a ton. Nevertheless, crowd bars are quoted at £16, as compared with the Belgian offer of 915 delivered at British ports. A further Scottish reduction is foreshadowed on the coal settlement.

Glasgow locomotive manufacturers are more interested in carrying off the New Zealand Railways contract for 45 engines, notwithstanding American and Continental competition.

NEW JAPANESE CONSUL-GENERAL IN HONGKONG.

London, June 27th.

Mr. Teiji Tanobaki, Second Secretary of the Japanese Embassy, has left for Hongkong to take up his new appointment as Consul-General in Hongkong.

ASIA BANKING CORPORATION
(AN AMERICAN BANK).

HEAD OFFICE—NEW YORK.

BRANCH—SAN FRANCISCO.

HEAD OFFICE FOR THE ORIENT.

SHANGHAI.

BRANCHES—CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

D. M. BIGGAR.

MANAGER.

FARES FOR PUBLIC VEHICLES.

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEKLY DAYS.

MONDAY TO SUNDAY.

TUESDAY TO SUNDAY.

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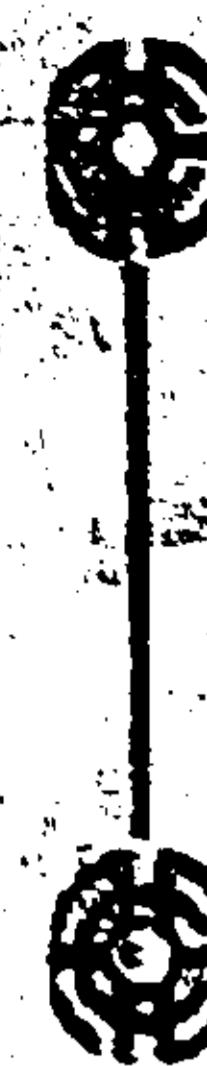
WEEKLY DAYS.

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TUESDAY TO SUNDAY.

WEEKLY DAYS.

MONDAY TO SUNDAY.



Arnold Brothers & Co. Ltd.,

Import

Shipping
Engineering

Export

HEAD OFFICE—SHANGHAI
FRANCHISES—HANTOW, TIENHSIN, FENKUO, CHUNGKING,
CHIENKANG, HONGKONG, CANTON, CHANG-
SHA, NEW-NWANG, MELDEN AND HABEN,
AGENCIES—LONDON AND NEW YORK.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE (Direct)

"LAOMEDON"	13th July	London, Antwerp & Hamburg
"MENTOR"	15th July	London, Amsterdam & Antwerp
"TEUCER"	11th Aug.	London, Rotterdam & Hamburg
"TELEMAKOS"	16th Aug.	London, Amsterdam & Antwerp
"ATREUS"	30th Aug.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE (Direct or via Continental Ports)

"EURYDAMAS"	10th July	Genoa, Barcelona & Liverpool
"TANTALUS"	18th July	Milne, Havre, L'pool & G'vow
"AGAMEMNON"	26th July	Liverpool & Glasgow
"EURYXYLUS"	5th Aug.	Genoa, Marseilles & L'pool

PACIFIC SERVICE (via Kobe and Yokohama)

"TYNDAREUS"	6th July	Victoria, Seattle and Vancouver
"PROTEUS"	3rd Aug.	
"IXION"	24th Aug.	

NEW YORK SERVICE (via Suez or Panama)

"DEUCALION"	5th July	via Suez
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HOMEWARD PASSENGER SERVICE

"MENTOR"	19th July	for London
"TELEMAKOS"	16th Aug.	for London
"ASCANUS"	7th Sept.	for Liverpool

For Freight and all Information Apply to

BUTTERFIELD & SWIRE, AGENTS.

POST OFFICE NOTICES.

GENERAL HOLIDAY.

The General Post Office will be open on Friday, the 1st July, from 8 a.m. to 9 a.m. only.
There will be one delivery and one collection of ordinary correspondence on that day.

The Money Order Office will be entirely closed.
The District Post Office will be open from 8 a.m. to 9 a.m. with the exception of Kowloon Office, which will be open from 8 a.m. to 9 a.m. only and Shing Mun Office, which will be open from 8 a.m. to 9 a.m. and from 4.30 p.m. to 8 p.m.
There will be one delivery from District Offices at noon.

REGISTERED AND PARCEL MAIIS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAIIS.

From	To	Time
	WEDNESDAY, JUNE 29.	
Shanghai	Chenan	
	THURSDAY, JULY 30.	
Shanghai	Chinkiang	
Calcutta and Straits	Yehoochi Maru	
	WEDNESDAY, JULY 6.	
Japan, Shanghai and Manila	Kashima Maru	
Straits	Mishima Maru	

OUTWARD MAIIS.

For	To	Time
	TUESDAY, JUNE 28.	
Amoy	Hongkong	6 p.m.
Pakhoi and Haiphong	Jade	6 p.m.
	WEDNESDAY, JUNE 29.	
Swarow, Shanghai and North China	Tungking	9 a.m.
Straits, Bangkok, Calcutta and ADEA	Late Gripp	10 a.m.
via Tsimshai Island	Registration	
9.45 a.m. Letters 10.30 a.m.		
Straits and Bangkok	Eastern	9 p.m.
Swarow, Shanghai and North China	Syrna	9 p.m.
Philippines Islands, Sandakan, AUSTRALIA and New Zealand	Lashang	6 p.m.
via Tsimshai Island		
Shanghai, North China and Japan		
Philippines Islands, Sandakan, AUSTRALIA and New Zealand, via Thursday Island		
Registration 5 p.m. Letters 5 p.m.		
	Victoria	

THURSDAY, JUNE 30.

Swarow, Amoy, and Tako	Sodin Maru	8 a.m.
Amoy and Shanghai and North China	Suminoe	11 a.m.
Sandakan	Yankee	11 a.m.
Swarow	Hydrogine	3.30 p.m.

FRIDAY, JULY 1.

Swarow, Shanghai and North China	Hongkong	9 a.m.
Philippines Islands	Wingking	9 a.m.
Kingking, Sanan, North China, Japan, Hongkong, and United States	Wingking	9 a.m.
Asia and South America & EUROPE		
via SAN FRANCISCO		
Registration 3.45 a.m. Letters 10.30 a.m.	Korea Maru	
Swarow, Amoy and Foochow	Haching	11 a.m.

SATURDAY, JULY 2.

Shanghai and North China	Chenan	3 p.m.
Holloway, Pakhoi, and Haiphong	Kaidong	5 p.m.
Tientsin	Chiping	5 p.m.

SUNDAY, JULY 3.

Swarow and Bangkok	Poaching	9 a.m.
Swarow, Amoy and Keelung	Amarina Maru	9 a.m.

MONDAY, JULY 4.

Holloway and Haiphong	Tassung	5 p.m.
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TUESDAY, JULY 5.

Swarow and Bangkok	Cheeta	9 a.m.
Swarow, Amoy and Foochow	Halling	11 a.m.
Shanghai and North China	Szechuen	3 p.m.

WEDNESDAY, JULY 6.

Swarow, Straits and Bangkok	Changchow	9 a.m.
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THURSDAY, JULY 7.

Shanghai and North China	Szechuen	11 a.m.
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SATURDAY, JULY 9.

Shanghai and North China	Yingchow	3 p.m.
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TUESDAY, JULY 12.

Shanghai and North China	Haching	11 a.m.
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Correspondence having regard to marine

accidents

WEATHER REPORT.

June 25th. SW. Wind. Pressure 1010.5 mb. High. Trop. has descended moderately over S.W. Japan and the Looches. Depressions are shown over China and to the north east of the Looches.

Hongkong. Rainfall for the 24 hours ending at 10 a.m. to-day, 4.25 inches. Total since January 1st, 54.93 inches, against an average of 53.39 inches.

Forecast for the 24 hours ending at noon on June 26th.

1. Hongkong to Gay Rock. S. wind, moderate; squally, fair to showery.

2. Formosa Channel. The same as No. 1.

3. South coast of China between Wokong and Lamock. The same as No. 1.

4. South coast of China between Wokong and Hainan. The same as No. 1.

5. Formosa Channel.

6. Royal Observatory.

HONGKONG.

DAILY WEATHER REPORT.

JUNE 25, 1921.—a.m.

Station

Height

Temperature

Humidity

Wind

Pressure

Wind

Cloud